



Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) **Arizona Authorized Programs and Funding Levels -- Fiscal Year 2005 - 2009**

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Authorization Program	FY 2005	FY 2006*	FY 2007	FY 2008	FY2009**
Metropolitan Transportation Planning Program (Section 5303)	\$1,212,515	\$1,548,104	\$1,647,393	\$1,764,504	\$1,868,259
Statewide Transportation Planning Program (Section 5304)	\$241,159	\$308,041	\$328,654	\$350,505	\$371,746
Urbanized Area Apportionments					
Urbanized Area Formula Program (Section 5307)					
Urbanized areas 1,000,000 or more in population:					
Phoenix--Mesa, AZ	\$37,130,533	\$37,688,964	\$41,539,986	\$46,102,262	\$45,811,358
Urbanized areas 200,000 to 999,999 in population:					
Tucson	\$9,583,896	\$9,672,348	\$10,230,078	\$11,241,976	\$11,270,081
Urbanized areas 50,000 to 199,999 in population:					
Avondale	\$814,700	\$958,078	\$869,823	\$944,470	\$913,790
Flagstaff	\$597,917	\$612,343	\$645,037	\$700,418	\$670,112
Prescott	\$620,808	\$638,032	\$672,195	\$729,918	\$731,032
Yuma, AZ--CA****	\$1,190,222	\$1,202,384	\$1,265,863	\$1,623,727	\$1,340,225
Fixed Guidway Modernization Capital Investment Program (Section 5309)					
Phoenix--Mesa, AZ	\$2,288,197	\$2,654,002	\$2,727,749	\$3,560,398	\$3,797,409
Bus and Bus Facility Allocations (Section 5309)					TBD
Coconino County Bus Facilities	\$0	\$990,000	\$0	\$0	
Coconino County Buses and Bus Facilities for Flagstaff	\$1,360,489	\$237,947	\$250,800	\$271,700	
Coconino County, Bus and Bus Facilities for the Sedona Transit System	\$2,526,623	\$180,839	\$190,608	\$206,492	
East Valley Bus Maintenance Facility	\$0	\$990,000	\$0	\$0	
Intermodal Center, Scottsdale	\$0	\$801,900	\$0	\$0	
Phoenix, Construct City of Phoenix para-transit facility (Dial-A-Ride)	\$340,123	\$190,357	\$200,640	\$217,360	
Phoenix, Construct metro bus facility in Phoenix's West Valley	\$0	\$951,786	\$1,003,200	\$1,086,800	
Phoenix, Construct regional heavy bus maintenance facility	\$0	\$190,357	\$200,640	\$217,360	
Phoenix/Avondale/Glendale Bus Expansion	\$0	\$1,485,000	\$0	\$0	
Phoenix/Avondale/Glendale Bus Replacement	\$1,457,667	\$0	\$0	\$0	
Phoenix/Glendale West Valley Operating Facility	\$3,401,224	\$990,000	\$0	\$0	
Scottsdale--Plan, design, and construct intermodal center	\$0	\$475,893	\$501,600	\$543,400	
Sun Tran CNG Buses and Facilities	\$0	\$1,980,000	\$0	\$0	
Tempe--Construct East Valley Metro Bus Facility	\$6,753,859	\$1,237,322	\$1,304,160	\$1,412,840	
Downtown Tempe Transit Center	\$777,422	\$0	\$0	\$0	
Tucson Sun Tran Alternative Fuel Bus Replacement	\$971,779	\$1,485,000	\$0	\$0	
Tucson Sun Tran Bus Storage and Maintenance Facility	\$0	\$4,950,000	\$0	\$0	
Tucson Sun Tran CNG Replacement Buses	\$2,672,390	\$0	\$0	\$0	

CONTINUED

Authorization Program	FY 2005	FY 2006*	FY 2007	FY2008	FY2009**
New Starts Program Allocations (Section 5309)					
Central Phoenix/East Valley LRT	\$74,400,000	\$88,209,000	\$90,000,000	\$88,200,000	TBD
Special Needs for Elderly Individuals and Individuals with Disabilities (Section 5310)	\$1,723,473	\$2,011,510	\$2,126,988	\$2,310,471	\$2,421,844
Formula Grants for Other Than Urbanized Areas (Section 5311)	\$3,404,552	\$7,855,503	\$8,323,026	\$8,979,858	\$9,396,735
Rural Transportation Assistance Program (Section 5311(b)(3))	\$90,271	\$108,491	\$119,285	\$122,570	\$127,265
Public Transportation on Indian Reservations (Section 5311 (c))	Program N/A	\$783,000	\$461,200	TBD	TBD
Job Access and Reverse Commute (Section 5316)					
Urbanized Area 200,000 or more in population:					
Phoenix--Mesa	No Funding	\$1,437,345	\$1,515,115	\$1,641,374	\$1,730,300
Tucson	No Funding	\$441,408	\$465,291	\$504,066	\$531,531
Urbanized Areas 50,000 to 199,999 in population (See page 3 for area distribution)	No Funding	\$275,606	\$290,494	\$314,702	\$331,675
Nonurbanized Areas Less than 50,000 in population (See page 4 for area distribution)	No Funding	\$491,772	\$518,262	\$561,451	\$591,982
New Freedom Program (Section 5317)					
Urbanized Area 200,000 or more in population:					
Phoenix--Mesa	Program N/A	\$816,250	\$817,306	\$882,893	\$952,142
Tucson	Program N/A	\$196,373	\$223,339	\$241,262	\$260,779
Urbanized Areas 50,000 to 199,999 in population (See page 3 for area distribution)	Program N/A	\$148,388	\$138,375	\$149,479	\$177,655
Nonurbanized Areas Less than 50,000 in population (See page 4 for area distribution)	Program N/A	\$200,872	\$233,977	\$252,753	\$240,463
Alternatives Analysis (Section 5339)					
Mesa Extension Alternatives Analysis	\$0	\$0	\$0	\$196,000	TBD
METRO I-10 Extension Alternatives Analysis	\$0	\$0	\$0	\$1,176,000	TBD
Tempe Extension Alternatives Analysis	\$0	\$0	\$0	\$196,000	TBD
Surface Transportation Program (STP)--Flexible Funds					
ADOT Flex					
Flagstaff, AZ (FMPO/Coconino County)	\$258,606	\$100,056	\$99,624	\$99,624	\$99,624
Tucson, AZ (PAG)	\$822,263	\$822,263	\$822,411	\$822,411	\$822,411
Phoenix, AZ (MAG)	\$3,152,478	\$2,993,928	\$2,994,017	\$2,994,017	\$2,994,017
Yuma, AZ (YMPO)	\$155,952	\$155,952	\$155,980	\$155,980	\$155,980
Section 5310	\$1,182,900	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Section 5311	\$927,801	\$927,801	\$927,968	\$927,968	\$927,968
Local Flex***					
Pima Association of Governments (PAG)	\$190,000	\$2,095	\$1,333,000	\$60,000	\$60,000
Phoenix, AZ (MAG)	\$3,859,029	\$13,364,655	\$2,034,665	\$0	\$0
Congestion Mitigation & Air Quality (CMAQ)--Flexible Funds***					
Maricopa Association of Governments (MAG)	\$18,561,754	\$3,695,536	\$9,639,811	\$14,056,633	\$11,406,416
Total Arizona Apportionments:	\$182,670,602	\$198,956,501	\$188,318,560	\$197,319,642	\$101,502,799

* Reflects the 1% across the board cut in discretionary spending for FY2006

** Reflects FY2009 SAFETEA-LU and Discretionary estimated apportionments

*** Local Flex and CMAQ funding reflect as documented in the STIP to include amendments

**** Includes \$125,348 from the Small Transit Intensive Cities Program under Section 5307 for FY2008

JARC and New Freedom FY2008 Area Distribution

Distribution Based on the Mid-Decade 2005 Estimated Population

Designated Urbanized Area Population

	Population
Avondale	69,356
Flagstaff	61,185
Phoenix--Mesa	3,266,528
Prescott	74,345
Tucson	724,955
Yuma	98,525

FY 2008

UZA 50,000 to 199,999

JARC - \$314,702

	Population					
Avondale	69,356	22.85%	X	\$314,702	=	\$71,909
Flagstaff	61,185	20.16%	X	\$314,702	=	\$63,444
Prescott	74,345	24.50%	X	\$314,702	=	\$77,102
Yuma	<u>98,525</u>	32.47%	X	\$314,702	=	<u>\$102,184</u>
	303,411					\$314,639

UZA 50,000 to 199,999

New Freedom - \$149,479

	Population					
Avondale	69,356	22.85%	X	\$149,479	=	\$34,156
Flagstaff	61,185	20.16%	X	\$149,479	=	\$30,135
Prescott	74,345	24.50%	X	\$149,479	=	\$36,622
Yuma	<u>98,525</u>	32.47%	X	\$149,479	=	<u>\$48,536</u>
	303,411					\$149,449

Non Urbanized Area Less than 50,000 in population**JARC - \$561,451 - 10% State Admin / \$56,145 = \$505,306**

	Population					
MAG	433,988	21.46%	X	\$505,306	=	\$108,439
PAG	382,835	18.93%	X	\$505,306	=	\$95,654
CAAG	301,105	14.89%	X	\$505,306	=	\$75,240
YMPO	90,955	4.49%	X	\$505,306	=	\$22,688
SEAGO	219,847	10.87%	X	\$505,306	=	\$54,927
NACOG	383,865	18.98%	X	\$505,306	=	\$95,907
WACOG	<u>209,225</u>	10.34%	X	\$505,306	=	<u>\$52,249</u>
	2,021,820					\$505,104

Non Urbanized Area Less than 50,000 in population**New Freedom - \$252,753 - 10% State Admin / \$25,275 = \$227,478**

	Population					
MAG	433,988	21.46%	X	\$227,478	=	\$48,817
PAG	382,835	18.93%	X	\$227,478	=	\$43,062
CAAG	301,105	14.89%	X	\$227,478	=	\$33,871
YMPO	90,955	4.49%	X	\$227,478	=	\$10,214
SEAGO	219,847	10.87%	X	\$227,478	=	\$24,727
NACOG	383,865	18.98%	X	\$227,478	=	\$43,175
WACOG	<u>209,225</u>	10.34%	X	\$227,478	=	<u>\$23,521</u>
	2,021,820					\$227,387

Metropolitan Transportation Planning Program (Section 5303)

All provisions for Metropolitan Planning are consolidated in a new section 5303. The requirement for separate transportation plans and transportation improvement programs is maintained. The Long Range Transportation Plan and the Transportation Improvement Program are to be updated every four years. Provisions regarding Transportation Management Areas (TMAs) are included in the metropolitan transportation planning section. Metropolitan Planning Organizations (MPOs) are encouraged to consult or coordinate with planning officials responsible for other types of planning activities affected by transportation. Safety and security are factors to be included in metropolitan planning.

In developing a Long Range Transportation Plan, MPOs will be required to include transit agencies in making funding estimates; consult with state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation; and have a participation plan that provides reasonable opportunities for all parties comments. TMAs must be certified every four years. Program updates of state or MPO plans shall reflect these changes by July 1, 2007.

Statewide Transportation Planning Program (Section 5304)

SAFETEA-LU consolidates statewide planning requirements in a new section 5304. States are allowed to enter into agreements for the purpose of planning cooperation and coordination for projects with multi-State implications. States must consider the economic vitality for rural areas as well as urbanized areas in statewide transportation planning. The Statewide Transportation Improvement Program (STIP) is to be updated every four years. Safety and security are factors to be included in statewide planning.

Urbanized Area Formula Program (Section 5307)

SAFETEA-LU preserves the existing formula program and its distribution factors, but creates several new programs or tiers to distribute a portion of the funds to urbanized areas (UZAs). It establishes a new tier for transit intensive urbanized areas with fewer than 200,000 in population and extends the authority to use formula funds for operating purposes in urbanized areas reclassified as being larger than 200,000 in population under the 2000 Census. These changes are described in detail in the following sections. Urbanized Area Formula Program apportionments will include funds apportioned under a new Growing States and High Density States program described below. The transit enhancement program will be administered by certification, and a grantee must submit an annual report of such projects to the FTA.

Fixed Guideway Modernization Capital Investment Program (Section 5309)

The bill does not change the Fixed Guideway Modernization program or distribution formula.

Bus and Bus Facility Allocations (Section 5309)

Bus and Bus Facilities is classified as a formula program for authorization in SAFETEA-LU but remains in the section 5309 Capital Investment program and is identified as section 5309(m)(1)(C) in FY 2005 and section 5309(m)(2)(C) beginning in FY 2006. SAFETEA-LU makes few changes to the program, but provides significant increases in funding. Some 600 earmarks are included in this section; these earmarks cover about half of the Bus and Bus Facilities program resources in each fiscal year through FY 2009. A new intermodal facilities program is established with a \$35 million annual set aside from the discretionary bus program. The intercity portion of intermodal terminals is eligible for funding under this program if the facility serves as a connector to public transportation. In addition, \$10 million is now available annually under the Bus Program for ferry boats or related terminals with the funds earmarked for specific projects.

Special Needs for Elderly Individuals and Individuals with Disabilities (Section 5310)

SAFETEA-LU maintains the current program for special needs of elderly individuals and individuals with disabilities. Because of strong interest in extending the authority to use section 5310 grant funds for operating assistance, a new seven-state pilot program is established for fiscal years 2006 through 2009 to determine whether expanded authority to use up to 33 percent of the funds apportioned under section 5310 for operating costs improves services to elderly individuals and individuals with disabilities. Four of the states in the pilot program are specified in law – Wisconsin, Alaska, Minnesota, and Oregon – along with three other states to be selected by the Secretary.

Formula Grants for Other Than Urbanized Areas (Section 5311)

SAFETEA-LU significantly increases funding for the rural program of the transit formula program. A new formula tier based on land area is established to address the needs of low-density states (20 percent of section 5311 funds are distributed through this tier). Indian tribes are added as eligible recipients, and a portion of funding is set aside each year for Indian tribes - \$8 million in FY 2006 and rising to \$15 million by FY 2009. Rural transit systems receiving formula funds will be required to report data to the National Transit Database. The sliding scale federal match under the federal highway program for states with a high percentage of federal lands is applicable under the section 5311 program. The current practice of requiring the Secretary of Labor to use a special warranty for section 5333 employee protective arrangements (formerly known as section 13(c)) is now codified in law. The Rural Transportation Assistance Program (RTAP) is funded with a 2 percent set aside of the Rural Formula program rather than from the Research program as under current law. Up to 15 percent of such funds can be used by FTA to carry out national projects. Rural Formula program apportionments will include funds apportioned from the Growing

Rural Transportation Assistance Program (Section 5311(a)(3))

The rural transportation assistance program is funded with a 2 percent set-aside of the rural formula program, rather than from the research program under current law.

Public Transportation on Indian Reservations (Section 5311)(c)

To provide public transportation on Indian reservations through a set aside of Other-Than-Urbanized Area Program funds for direct grants to Indian Tribes.

Growing States and High Density States Program (Section 5340)

The program distributes funds to the urbanized area formula and rural formula program under new factors. Half of the funds are made available under a formula based on population forecasts for 15 years beyond the most recent Census; amounts apportioned for each state are then distributed between urbanized areas and rural areas based on the ratio of urban/rural population within each state. The High Density States Program distributes the other half of the funds to states with population densities in excess of 370 persons per square mile. These funds are apportioned only to urbanized areas within those states.

Job Access and Reverse Commute (Section 5316)

The JARC program is changed to become a formula program rather than the existing competitive discretionary grants program. The formula is based on ratios involving the number of eligible low-income and welfare recipients with 60 percent of funds going to urban areas with more than 200,000 population, 20 percent for urban areas with fewer than 200,000 population, and 20 percent to rural areas. SAFETEA-LU contains report language directing the FTA to continue its practice of providing maximum flexibility to job access projects designed to meet the needs of individuals who are not effectively served by public transportation. Coordination is required between private, non-profit, and public transportation providers and other federal programs in the JARC program, the New Freedom Program, and the Elderly and Disabled program.

New Freedom Program (Section 5317)

A new program called the New Freedom Program will provide formula funding for new transportation services and public transportation alternatives beyond those required by ADA to assist persons with disabilities. The New Freedom Program will be apportioned using a formula based on the disabled population in a state, with 60 percent of the funds apportioned to urbanized areas with populations larger than 200,000, 20 percent to states for use in urbanized areas of fewer than 200,000, and 20 percent to states for use in rural areas. Funds will be made available to transit systems and the states. The program contains language mandating coordination of transportation services with other federal human service programs. The law's legislative history specifies that employee protective arrangements under section 5333 (formerly known as section 13(c)) do not apply to this new program.

Alternatives Analysis (Section 5339)

The objective of the Alternatives Analysis program (49 U.S.C. 5339) is to assist in financing the evaluation of all reasonable modal and multimodal alternatives and general alignment options for identified transportation needs in a particular, broadly defined travel corridor. The transportation planning process of Alternatives Analysis includes: an assessment of a wide range of public transportation or multimodal alternatives, which will address transportation problems within a corridor or subarea; provides ample information to enable the Secretary to make the findings of project justification and local financial commitment; supports the selection of a locally preferred alternative; and enables the local Metropolitan Planning Organization to adopt the locally preferred alternative as part of the long-range transportation plan.

Surface Transportation Program (STP) -- Flex Funds

STP is the largest source of funds from FHWA. Funding is at 80 percent Federal share or at the discretion of the state and may be used for all projects eligible for funds under current FTA programs excluding operating assistance. Funds can be transferred from FHWA to sections 5304, 5307, 5310 and 5311 to support transit projects.

Congestion Mitigation & Air Quality (CMAQ) -- Flex Funds

CMAQ funds are transferred from FHWA and are used to support transportation projects in air quality nonattainment areas. A CMAQ project must contribute to the attainment of the national ambient air quality standards by reducing pollutant emissions from transportation sources.